

Glen F. Hallman
AIR POLLUTION
CONTROL AND
EXECUTIVE OFFICER

207 Pioneer Building Mount Vernon, Washington 98273
Area Code 206: Mount Vernon 336-5705 Bellingham 676-2223 Scan 738-2223

September 13, 1984

6240
file
PWR ET
Pw XI
Pw-1
Pw XI
Pw XI
~~Pw XI~~

J. A. Lehman
Commander, CEC, U.S.N.
Public Works Officer
Naval Air Station - Whidbey
Department of the Navy
Oak Harbor, Washington 98278

BOI-0384-01
(BOILER # 3)

Dear Commander Lehman:

A belated "Notice of Construction and Application for Approval", together with the required \$35.00 filing fee and completed Environmental Checklist, was received in this office July 25, 1984 to install a 49 MBTU/hr Steam Boiler at your facility located at the U. S. Naval Air Station, Whidbey Island, Washington.

The application, together with supporting data and information provided, has been reviewed in order to determine that the equipment and facilities are designed and will be installed and operated in such a manner as to provide all known, available and reasonable methods of air pollution control and therefore, with proper maintenance and operation should be able to meet the applicable air pollution control emission standards.

Upon my recommendation, the Board of Directors of the NWAPA granted approval, at their September 12, 1984 meeting to construct and install this boiler, contingent upon your payment of the required \$100.00 plan, examination and inspection fee, and the \$24.50 public hearing notice publication cost. These fees are in addition to the original \$35.00 filing fee. Final approval to install and operate this installation is conditioned upon payment of these costs and emissions from the boiler, when in actual operation, meeting the specification and conditions set forth in the application and applicable air pollution control regulations.

In accordance with NWAPA Regulation - Section 303, before placing this boiler into operation, please notify me, in writing, when the installation is substantially complete, all air pollution control facilities have been installed, and the date when you propose to commence operation of this boiler. A "Certificate of Approval to Operate" is required in accordance with NWAPA Regulation - Section 310.

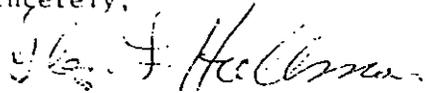
September 13, 1984

Final inspection is required of the boiler herewith approved for construction, including an on-site inspection prior to startup and again after being placed into normal operation for a period of time. If found to be satisfactory and emissions therefrom in compliance with the Regulations of this Authority, and this approved Notice of Construction, a "Certificate of Approval to Operate" will be issued.

Upon your written request, provisional approval to startup and test this boiler, prior to final inspection and possible acceptance, may be granted. If there is any question concerning the emissions from these facilities, when operating under normal conditions meeting the applicable regulations of this Authority, it may be required that you conduct, or have conducted, approved appropriate emission tests in order to demonstrate that the emissions therefrom are within the limits set forth in the applicable air pollution control regulations and in accordance with this approved Notice of Construction.

Please find enclosed statement in the amount of \$124.50 for the required plan, examination and inspection fee and public hearing notice publication cost.

Sincerely,

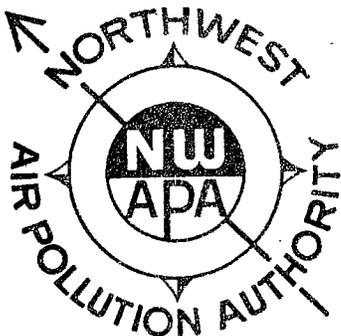


Glen F. Hallman
Air Pollution Control &
Executive Officer

GFH:sh

Enclosure

cc: Ed Lukjanowicz
Environmental Engineer



207 Pioneer Building Mount Vernon, Washington 98273
Area Code 206: Mount Vernon 336-5705 Bellingham 676-2223 Scan 738-2223

April 18, 1988

OAC #243

R. B. Roholt
Acting Head, Facilities Management
Department of the Navy
Naval Facilities Engineering Command
Pacific Northwest Branch
P.O. Box 2366
Silverdale, Washington 98383

Dear Mr. Roholt:

On December 31, 1987, you submitted a "Notice of Construction and Application for Approval" to install a steam boiler at the Whidbey Island Naval Air Station hospital. The required \$50.00 filing fee was received along with your application.

The information provided with your application was reviewed to determine that all known, available and reasonable methods of air pollution control will be utilized. A Determination of Non-Significance was issued by this Authority on March 10, 1988.

After considering my recommendation and the comments provided at a public hearing on this matter, the Board of Directors of the NWAPA granted approval at their April 13, 1988 Board Meeting for you to install this steam boiler. This approval is contingent upon your payment of the required \$100.00 plan examination and inspection fee and the following conditions:

1. The boiler system shall be installed in accordance with the plans, specifications, and other information submitted with the Notice of Construction and Application for Approval.
2. Visible emissions from the boiler stack shall not exceed five percent opacity for more than three minutes in any one hour.
3. Particulate emissions from the stack shall not exceed .05 gr/DSCF corrected to 7% oxygen.
4. The sulfur content in the fuel oil shall not exceed 0.5% by weight.
5. Fuels burned in the boiler shall be limited to natural gas and #2 fuel oil.

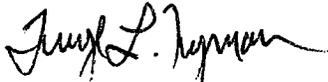
Whidbey Island NAS
April 18, 1988
Page 2

Final approval to operate will be conditioned upon the facility meeting the requirements described above and the conditions set forth in the application and the applicable air pollution control regulations, when in actual operation.

Please notify me, in writing, when the installation is complete and provide the expected date that you propose to begin operating the facility. An on-site inspection may be required before startup and again after the process has operated for a period of time. A "Certificate of Approval to Operate" will be issued after we determine that the process was installed in accordance with the plans and specifications submitted with the application and can operate in compliance with the Regulations of this Authority and the conditions of approval.

Please call me if you have questions about the Board's approval of this project. A statement is enclosed for the plan examination and inspection fee, the legal publication costs and Declaration of Non-Significance in the amount of \$168.38.

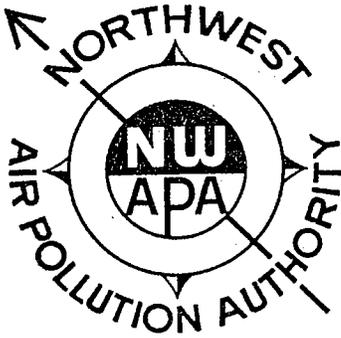
Sincerely,



Terryl L. Nyman
Air Pollution Control Officer

TLN:sd

Enclosure



207 Pioneer Building

Mount Vernon, Washington 98273

Area Code 206: Mount Vernon 336-5705

Bellingham 676-2223

Scan 738-2223

REPORT TO THE BOARD

DATE: November 16, 1989

TO: NWAPA Board of Directors

FROM: Jamie Randles, Technical Coordinator

OAC #260

SUBJECT: DEPARTMENT OF THE NAVY, WHIDBEY ISLAND NAVAL AIR STATION
NOTICE OF CONSTRUCTION

Background

The U.S. Navy maintains an active military air base in the vicinity of Oak Harbor, Washington. The large fleet of jets require maintenance and testing of their engines to perform at peak efficiency. The Navy has determined a need for a second jet test cell to evaluate the new engine designs that will be common at the air base. These test cells employ sophisticated sensors to evaluate the performance of these high performance jet engines.

Description

After any extensive maintenance, the jet engines are tested in the cell. The engines are mounted on a thrust frame which supports the diagnostic instrumentation. The frame is anchored to the reinforced concrete floor. The engine is tested at various levels of thrust from low end "idle" to maximum military thrust. The engine modes generate varying levels of pollutants from the combustion of jet fuel. The exhaust gasses are routed through an augmentser to cool the gasses and to provide a zone to promote efficient combustion of the exhaust gasses.

There is an existing test cell at the Whidbey facility. The older, less efficient engines tested at this cell result in more visible pollutants because of the combustion design. Our annual inspections have determined that the cell operates marginally in compliance with the twenty percent opacity standard.

There are no air pollution control devices on the existing cell or planned for the new cell. The tremendous vibration, temperature, and pressure extremes are not conducive to add on air pollution control. In addition, pollution control equipment creates back pressures which would affect the performance of the engines during testing.

To improve emissions, the new engines have been designed to operate cleaner. Tests have demonstrated up to a twenty percent improvement in overall emissions from the previous generation of engines. The Navy estimates that the cell can test 825 engines in one year or about two per day. The average testing time for an engine is about one hour--fifteen percent of the time at idle and the remaining eighty-five percent is at the military power setting.

The staff communicated with air pollution agencies where existing test cells employing similar technology are located. Some jurisdictions exempt this type of activity. Others including NWAPA require permit review. The test cells have met existing local standards where applicable.

Air Emission/Ambient Impacts

The table below provides annual emissions for the test cell based on 835 testing hours per year.

Pollutant	lb/hr	tons/year
Particulate	48.0	19.8
Sulfur Dioxide	2.6	1.1
Nitrogen Oxides	82.0	33.8
Carbon Monoxide	10.9	4.5
Volatile Organic Compounds	11.7	4.8

The project will not result in any violations of ambient air quality standards. The use of low sulfur fuel, the clean burn design of the engines, and the fact that less than three hours per day will be devoted to testing provide assurances that the project will have negligible impacts to local air quality.

Recommendations

The NWAPA assumed lead agency status under Washington State Environmental Policy Act guidelines. A Determination of Non-Significance was issued September 25, 1989. No comments either for or against were received.

The staff recommends approval of this Notice of Construction subject to the following conditions:

1. The proposal shall be constructed and operated subject to the information submitted in the Notice of Construction.
2. All trucking and parking areas shall be treated to prevent fugitive dust emissions.
3. The smoke opacity from the jet test cell shall not exceed twenty percent opacity for more than three minutes in any one hour.
4. A record shall be kept noting number of tests conducted, total time devoted to testing, and total fuel and type consumed. These records shall be made available to NWAPA on request.



March 29, 1995

Representing Island, Skagit and Whatcom Counties

Revision: March 4, 1996

Kathryn A. Souders
Environmental Director
Naval Air Station, Whidbey Island
1100 W. Lexington Street
Oak Harbor, WA 98278-3800

ORDER OF APPROVAL TO CONSTRUCT No. 528a

Dear Ms. Souders:

On October 17, 1994 you submitted a "Notice of Construction and Application for Approval" to the Northwest Air Pollution Authority (NWAPA) to install a diesel-fired standby emergency generator (500 KW) at the Naval Air Station, Whidbey Island. The generator will be located at Ault Field.

The information submitted was reviewed to determine that all known, available, and reasonable air pollution control measures would be employed. The project was reviewed and evaluated subject to NWAPA Regulation Section 302, WAC 173-400-110, WAC 173-401, and WAC 173-460. A Determination of Nonsignificance was issued by NWAPA on March 13, 1995.

Subsequently, notification was provided to the NWAPA on February 20, 1996 that the installation comprised a generator set; two identical 500 kW generators, with one generator available as backup for the primary unit. This Order of Approval to Construct has been revised to reflect the installation of a generator set.

You are hereby granted approval to install a standby emergency generator set in the NWAPA jurisdiction subject to the following conditions:

1. The project shall be constructed and operated in accordance with the information submitted with the Notice of Construction and Application for Approval and other documents submitted for permit revision.
2. Each standby emergency generator shall operate without producing visible emissions of greater than ten percent opacity for more than three minutes in any hour as measured by Department of Ecology method 9a.
3. The standby emergency generators, in total, shall not operate greater than four thousand (4000) hours per year, including testing time. Annual records of hours run shall be recorded and made available to NWAPA personnel upon request. These records shall be retained for three years.

Naval Air Station, Whidbey Island

Page 2

March 29, 1995

4. The diesel fuel burned by the emergency generators shall contain 0.05 % by weight sulfur, or less. A fuel specification sheet from the fuel supplier shall be made available to NWAPA personnel upon request.

Final approval to operate will be conditioned upon the facility meeting the requirements described above and conditions set forth in the application and the applicable air pollution control regulations when in actual operation.

Please notify me, in writing, when the installation is complete and provide the expected date that you propose to begin operating the standby emergency generator set. An on-site inspection may be required before or after start-up. A "Certificate of Approval to Operate" will be issued after we determine that the process was installed in accordance with the plans and specifications submitted with the application and can operate in compliance with the regulations of this Authority and the conditions of approval.

Please call Anne Naismith if you have any questions about the approval of this project. A statement for the following fee is enclosed:

Order of Approval Modification Fee	\$100
------------------------------------	-------

Sincerely,



Terryl L. Nyman
Air Pollution Control Officer

Reviewed by: Anne Naismith, P.E. *A.N.*

Revision: Modified to include two standby emergency generators.

f:\users\common\misc\noc528a.wpd

TLN:an



May 1, 1995

Representing Island, Skagit and Whatcom Counties

Kathryn A. Souders
Environmental Director
Naval Air Station, Whidbey Island
1100 W. Lexington Street
Oak Harbor, WA 98278-3800

ORDER OF APPROVAL TO CONSTRUCT No. 551

Dear Ms. Souders:

On April 24, 1995 you submitted a "Notice of Construction and Application for Approval" to the Northwest Air Pollution Authority (NWAPA) for approval to install nine diesel-fired standby emergency generators ranging from 350 kW to 770 kW at the Naval Air Station, Whidbey Island. This Order of Approval to Construct provides formal regulatory approval for the nine standby generators which are already existing at the Naval Air Station, Whidbey Island. The generators are at the following locations:

<u>Building No.</u>	<u>Building Name</u>
382	Main Galley
385	Message Center
976	Data Processing
993	Hospital - Addition
2508	Transmitter Generator Building
2700	Naval Ocean Processing Facility (4 generators)

The information submitted was reviewed to determine that all known, available, and reasonable air pollution control measures are employed. BACT for the generators is the use of low sulfur diesel fuel. The project was reviewed and evaluated subject to NWAPA Regulation Section 300 and 302, WAC 173-400-110, and WAC 173-460. A Determination of Nonsignificance was issued by NWAPA on May 1, 1995.

You are hereby granted approval to install nine standby emergency generators in the NWAPA jurisdiction subject to the following conditions:

1. The project shall be constructed and operated in accordance with the information submitted with the Notice of Construction and Application for Approval.
2. The standby emergency generators shall operate without producing visible emissions of greater than ten percent opacity for more than three minutes in any hour as measured by Department of Ecology method 9a.

Kathryn A. Souders
Naval Air Station, Whidbey Island
Page 2
May 1, 1995

3. The four Naval Ocean Processing Facility standby generators (each at 770 kW rated power) shall not operate greater than two thousand, five hundred (2,500) hours per year per generator, including testing time. Annual records of hours run shall be recorded and made available to NWAPA personnel upon request. These records shall be retained for three years.
4. The five standby generators located at buildings 382, 385, 976, 993, and 2508 (rated power from 350 to 545 kW) shall not operate greater than four thousand, five hundred (4,500) hours per year per generator, including testing time. Annual records of hours run shall be recorded and made available to NWAPA personnel upon request. These records shall be retained for three years.
5. The diesel fuel used by the generator shall contain 0.05 % by weight sulfur, or less. A fuel specification sheet from the fuel supplier shall be made available to NWAPA personnel upon request.

Final approval to operate will be conditioned upon the facility meeting the requirements described above and conditions set forth in the application and the applicable air pollution control regulations when in actual operation.

The nine standby generators will be included in the next annual site inspection. A "Certificate of Approval to Operate" will be issued after we determine that the process was installed in accordance with the plans and specifications submitted with the application and can operate in compliance with the regulations of this Authority and the conditions of approval.

Please call Anne Naismith if you have any questions about the approval of this project. A statement for the Plan, Examination, Evaluation and Inspection Fee of \$400 has been enclosed.

Sincerely,



Terry L. Nyman
Air Pollution Control Officer

Reviewed by: Anne Naismith, P.E. 

April 11, 1996

Representing Island, Skagit and Whatcom Counties

K.A. Souders
Environmental Director
Department of the Navy
Naval Air Station Whidbey Island
Oak Harbor, Washington 98278-5000

ORDER OF APPROVAL NO. 583

Dear Ms. Souders:

On March 14, 1996, a "Notice of Construction and Application for Approval" was submitted to the Northwest Air Pollution Authority (NWAPA) to construct and operate a 250 kW standby emergency electrical generator at the Naval Air Station, Whidbey Island (Ault Field) facility. The standby generator, identified as ICE-2614-01, will combust diesel fuel and provide backup power to the wastewater treatment plant in the event of loss of the primary power supply.

The information was reviewed to determine that all known, available, and reasonable air pollution control measures would be employed. The project was reviewed subject to the NWAPA Regulation Section 302, WAC 173-400-110, and WAC 173-460. A Determination of Nonsignificance was issued by the NWAPA on April 11, 1996.

You are hereby authorized to construct and operate the standby emergency generator subject to the following conditions:

1. The project shall be constructed and operated in accordance with the information submitted in the Notice of Construction and Application for Approval.
2. The standby emergency generators shall operate without producing visible emissions of greater than ten percent opacity for more than three minutes in any hour as measured by Department of Ecology method 9a.
3. The generator will operate on low sulfur diesel with a maximum sulfur content of 0.05 wt.%, as per military specification. A fuel specification sheet from the fuel supplier shall be made available to NWAPA personnel upon request.
4. The generator shall not operate for more than five hundred (500) hours per year, including testing time. An annual record of hours run shall be maintained and provided to the NWAPA personnel upon request.

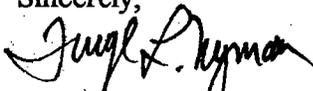
Kathryn A. Souders
Naval Air Station, Whidbey Island
Page 2
April 11, 1996

Final approval to operate will be conditioned upon the facility meeting the requirements described above and conditions set forth in the application and the applicable air pollution control regulations when in actual operation.

The standby emergency generator will be included in the next annual site inspection. A "Certificate of Approval to Operate" will be issued after we determine that the generator was installed in accordance with the plans and specifications submitted with the application and can operate in compliance with the regulations of this Authority and the conditions of approval.

Please call Anne Naismith if you have any questions about the approval of this project. A statement for a total of \$250 has been enclosed.

Sincerely,



Terry L. Nyman
Air Pollution Control Officer

Reviewed by: Anne Naismith, P.E. *AN*



June 24, 1996

Representing Island, Skagit and Whatcom Counties

K.A. Souders
Environmental Director
Department of the Navy
Naval Air Station Whidbey Island
Oak Harbor, Washington 98278-5000

ORDER OF APPROVAL NO. 593

Dear Ms. Souders:

The Department of the Navy submitted a "Notice of Construction and Application for Approval" on June 7, 1996 to construct and operate a 152 HP, diesel fuel fired metal baler at the Naval Air Station, Whidbey Island. The metal baler will consolidate waste metal at various locations on Ault Field and the Seaplane Base.

The information was reviewed to determine that all known, available, and reasonable air pollution control measures would be employed. The project was reviewed subject to the Northwest Air Pollution Authority (NWAPA) Regulation Section 302 and Washington Administrative Codes 173-400-110, and 173-460. A Determination of Nonsignificance was issued by the NWAPA on June 20, 1996.

You are authorized to construct and operate the metal baler subject to the following conditions:

1. The project shall be constructed and operated in accordance with the information submitted in the Notice of Construction and Application for Approval.
2. The metal baler shall operate without producing visible emissions of greater than 10 percent opacity for more than three minutes in any hour as measured by Department of Ecology method 9a.
3. The metal baler will operate on low sulfur diesel with a maximum sulfur content of 0.05 wt.%, as per military fuel specification. A fuel specification sheet from the fuel supplier shall be made available to the NWAPA personnel upon request.

Kathryn A. Souders
Naval Air Station, Whidbey Island
Page 2
June 24, 1996

A "Certificate of Approval to Operate" will be issued after we determine that the unit was installed in accordance with the plans and specifications submitted with the application and can operate in compliance with the regulations of this Authority and the conditions of approval.

Please call Anne Naismith if you have any questions about the approval of this project. A statement for a total of \$250 has been enclosed.

Sincerely,



Terry L. Nyman
Air Pollution Control Officer

Reviewed by: Anne Naismith, P.E. *A.N.*



November 27, 1996

Representing Island, Skagit and Whatcom Counties

K.A. Souders
Environmental Director
Department of the Navy
Naval Air Station Whidbey Island
Oak Harbor, Washington 98278-5000

ORDER OF APPROVAL NO. 594

Dear Ms. Souders:

On July 29, 1996, a "Notice of Construction and Application for Approval" was submitted to the Northwest Air Pollution Authority (NWAPA) to construct and operate two package boilers, each with a rated capacity of 53.1 MMBtu/hour heat input at the Naval Air Station, Whidbey Island facility. The boilers will combust natural gas as a primary fuel, with JP-8 jet fuel as a backup fuel.

The information was reviewed to determine that all known, available, and reasonable air pollution control measures would be employed. The project was reviewed subject to the NWAPA Regulation Section 302, WAC 173-400-110, WAC 173-460, and Title 40 CFR 60 Subpart Dc Standards of Performance for Small Industrial-Commercial-Institutional Steam Generating Units. A Determination of Nonsignificance was issued by the NWAPA on October 22, 1996. Public notice was provided in the Whidbey News-Times on October 26, 1996.

For this project, Best Available Control Technology (BACT) for nitrogen oxides was determined to be low-NOx burners and flue gas recirculation. BACT for carbon monoxide, sulfur dioxide, fine particulate matter, and volatile organic compounds and T-BACT for toxic air pollutants was determined to be good combustion control and fuel selection. You are hereby authorized to construct and operate the two boilers subject to the following conditions:

1. The boilers shall burn only natural gas or JP-8 jet fuel (for the jet fuel, a maximum sulfur content of 0.3 wt. %). Compliance with this condition will be demonstrated with military specification records requiring a jet fuel sulfur content of 0.3 wt. % or less.
2. The boilers shall be limited to combusting 1,412,400 gallons of JP-8 jet fuel per year, calculated on a rolling twelve month basis. Operators shall maintain records of the quantity of jet fuel burned and make them available to NWAPA personnel upon request.
3. Nitrogen oxide emissions from each boiler stack shall not exceed 0.05 lb/MMBtu when burning natural gas and 0.08 lb/MMBtu when burning JP-8 jet fuel.

K.A. Souders
November 27, 1996
Page 2

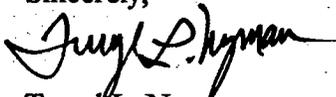
4. Visual opacity from the boiler stacks shall not exceed 5 % percent for more than six minutes in any one hour period as determined by EPA Method 9 of 40 CFR Part 60 Appendix A, except that soot blowing/grate cleaning is allowed pursuant to WAC 173-400-040(1)(a) and NWAPA Regulation Section 451.12.
5. The boilers shall be subject to the applicable sections of Title 40 CFR 60, Subpart Dc, Standards of Performance for Small Industrial-Commercial-Institutional Steam Generating Units.
6. Written notification of initial startup shall be provided to the NWAPA within the fifteen day period following startup.

Final approval to operate shall be conditioned upon the facility meeting the requirements described above and conditions set forth in the application and the applicable air pollution control regulations when in actual operation. This approval does not relieve the applicant or owner of any requirement of any other governmental agency.

A "Certificate of Approval to Operate" will be issued after we determine that the unit was installed in accordance with the plans and specifications submitted with the application and can operate in compliance with the regulations of the Authority and the conditions of approval.

Please call Anne Naismith at (360) 428-1617 if you have any questions about the approval of this project. A statement for the plan, examination, evaluation and inspection fee (\$4,000), the SEPA fee (\$100), and the legal notice publication fee (\$45), totalling \$4,145.00 is enclosed.

Sincerely,



Terry L. Nyman
Air Pollution Control Officer

Reviewed by: Anne Naismith, P. E. *A.N.*
h:\users\common\noc\misc\noc594. wpd



July 14, 1997

Kathryn A. Souders
Environmental Director
Naval Air Station, Whidbey Island
1100 W. Lexington Street
Oak Harbor, WA 98278-3800

ORDER OF APPROVAL TO CONSTRUCT No. 624

Dear Ms. Souders:

On June 19, 1997 you submitted a "Notice of Construction and Application for Approval" to the Northwest Air Pollution Authority (NWAPA) for approval to install two identical diesel-fired standby emergency generators (rated 500 kW) at the Naval Air Station, Whidbey Island. This Order of Approval to Construct provides formal regulatory approval for the emergency generators. The generators will be designated as ICE-0384-02, located at the Central Heating Plant, and ICE-0385-02, located at building 385.

The information submitted was reviewed to determine that all known, available, and reasonable air pollution control measures are employed. BACT for the generators is the use of low sulfur diesel fuel. The project was reviewed and evaluated subject to NWAPA Regulation Section 300 and 302, WAC 173-400-110, and WAC 173-460. A Determination of Nonsignificance was issued by NWAPA on July 11, 1997.

You are hereby granted approval to install two standby emergency generators in the NWAPA jurisdiction subject to the following conditions:

1. The standby emergency generators shall operate without producing visible emissions of greater than ten percent opacity for more than three minutes in any hour as measured by Department of Ecology method 9A.
2. The two standby emergency generators shall not operate greater than four thousand, five hundred (4,500) hours per year per generator, including testing time. Annual records of hours run shall be recorded and made available to NWAPA personnel upon request. These records shall be retained for three years.
3. The diesel fuel used by the generator shall contain 0.05 % by weight sulfur, or less. A fuel specification sheet from the fuel supplier shall be made available to NWAPA personnel upon request.

Final approval to operate will be conditioned upon the facility meeting the requirements described

Kathryn A. Souders
Naval Air Station, Whidbey Island
Page 2
July 14, 1997

above and conditions set forth in the application and the applicable air pollution control regulations when in actual operation.

The two standby emergency generators will be included in the next annual site inspection. A "Certificate of Approval to Operate" will be issued after we determine that the process was installed in accordance with the plans and specifications submitted with the application and can operate in compliance with the regulations of this Authority and the conditions of approval.

Please call Anne Naismith if you have any questions about the approval of this project. A statement for the Plan, Examination, Evaluation and Inspection Fee of \$150 and a SEPA review fee of \$100, a total of \$250, has been enclosed.

Sincerely,



Terry L. Nyman
Air Pollution Control Officer

Reviewed by: Anne Naismith, P.E. *A.N.*



January 6, 1998

Kathryn A. Souders
Environmental Director
Naval Air Station, Whidbey Island
Code N44, Building 119
1100 W. Lexington Street
Oak Harbor, WA 98278-3800

ORDER OF APPROVAL TO CONSTRUCT No. 642

Dear Ms. Souders:

On December 16, 1997 you submitted a "Notice of Construction and Application for Approval" to the Northwest Air Pollution Authority (NWAPA) for approval to install one diesel-fired standby emergency generator (rated 350 kW) at the Naval Air Station, Whidbey Island. This Order of Approval to Construct provides formal regulatory approval for the emergency generator. The generator will be designated as ICE-0198-02, and will replace generator ICE-0198-01 (150 kW).

The information submitted was reviewed to determine that all known, available, and reasonable air pollution control measures are employed. Best Available Control Technology for the generator is the use of low sulfur diesel fuel. The project was reviewed and evaluated subject to NWAPA Regulation Section 300 and 302, WAC 173-400-110, and WAC 173-460. A Determination of Nonsignificance was issued by the NWAPA on January 6, 1998.

You are hereby granted approval to install the standby emergency generator in the NWAPA jurisdiction subject to the following conditions:

1. The standby emergency generator shall operate without producing visible emissions of greater than ten percent opacity for more than three minutes in any hour as measured by Department of Ecology method 9A.
2. The standby emergency generator shall not operate greater than four thousand (4,000) hours per year, including testing time. Annual records of the number of operating hours shall be recorded and made available to the NWAPA upon request. These records shall be retained for three years.
3. The diesel fuel used by the generator shall contain 0.05 % by weight sulfur, or less. A fuel specification sheet from the fuel supplier shall be made available to NWAPA personnel upon request.

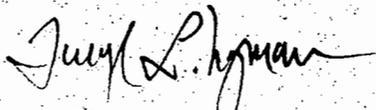
Kathryn A. Souders
Naval Air Station, Whidbey Island
Page 2
January 6, 1998

Final approval to operate will be conditioned upon the facility meeting the requirements described above and conditions set forth in the application and the applicable air pollution control regulations when in actual operation.

The standby emergency generator will be included in the next annual site inspection. A "Certificate of Approval to Operate" will be issued after we determine that the process was installed in accordance with the plans and specifications submitted with the application and can operate in compliance with the regulations of this Authority and the conditions of approval.

Please call Anne Naismith if you have any questions about the approval of this project. A statement for the Plan, Examination, Evaluation and Inspection Fee of \$150 has been enclosed.

Sincerely,



Terryl L. Nyman
Air Pollution Control Officer

Reviewed by: Anne Naismith, P.E. *A.N.*



1600 South Second Street
 Mount Vernon, WA 98273-5202
 ph 360.428.1617
 tel 800.622.4627
 fax 360.428.1620
 www.nwcleanair.org

Original Issuance: January 24, 1998

Revision a: October 29, 2009

**Northwest Clean Air Agency (NWCAA) hereby issues
 Order of Approval to Construct (OAC) #644a**

Project Summary: Construction of a 6,000-gallon aboveground E85 (approximately 85% ethanol, 15% gasoline) storage tank with remote dispenser and stage I vapor recovery at the existing Ault Field Naval Exchange Gasoline Station. Throughput is estimated to be 20,000 gallons per year initially, and 50,000 gallons per year by 2012. This permit covers both the existing facility and the new aboveground E85 storage tank.

**A
P
P
L
I
C
A
N
T**

Keith Kuenzi
 Naval Air Station Whidbey Island
 1155 W. Lexington Street, Bldg. 113
 Oak Harbor, WA 98278-3800

**O
W
N
E
R**

Naval Air Station Whidbey Island
 Environmental Division
 1155 W. Lexington Street, Bldg. 113
 Oak Harbor, WA 98278-3800

FACILITY LOCATION:

**Ault Field Navy Exchange Gasoline Station, Building 2595, 1015 W. 5th Street
 Oak Harbor, WA 98278-3800**

Permit History

As of the date of original issuance, Order of Approval to Construct (OAC) No. 644a supersedes and cancels OAC No. 450a dated October 5, 1993, OAC No. 563 dated September 22, 1995, OAC No. 600 dated September 25, 1996, OAC No. 616, dated May 14, 1997, and OAC No. 644, dated January 24, 1998.

As authorized by Northwest Clean Air Agency Regulation Section 300, this order is issued subject to the following restrictions and conditions:

1. All gasoline dispensing facility stage I equipment shall be continuously maintained and operated in a vapor tight manner in accordance with state and local rules as defined in WAC 173-491 and NWCAA section 580.
2. The E85 aboveground storage tank (AST) shall be equipped with a stage I vapor recovery system that shall be installed, operated, and maintained according to manufacturer specifications. All components in contact with E85 liquid and vapor must be E85 compatible. Stage 1 vapor recovery shall meet the following conditions:
 - a) Only a two-point balance vapor recovery system may be used,
 - b) The E85 AST shall be painted white, and

-
- c) The E85 AST and vapor recovery system shall be constructed using the following components:
- i. Components approved for E85 service as listed in California Air Resources Board (CARB) Executive Order VR-101-K or other E85 compatible components as recognized by the CARB. Additionally,
 1. The pressure/vacuum valve may be an OPW 623V-3203,
 2. The drop/submerge fill tube may be an OPW 61fSTOP-305A,
 3. The vapor adaptor may be an OPW 61VSA-1020-EVR bronze adaptor, and the cap may be 1711T-7085-EVR, and
 4. The fill adaptor may be an OPW 1612AN-0300 with a Viton seal, and the cap may be OPW 634B-0180.
3. Naval Air Station Whidbey Island shall conduct, and pass, the following test of the stage I vapor recovery system on the E85 AST after installation and prior to dispensing fuel, and at least once every three years thereafter, using the latest version of the following CARB test procedure: **TP-201.3B – Determination of Static Pressure Performance of Vapor Recovery Systems of Dispensing Facilities with Above-Ground Storage Tanks.** Results shall be kept on site and be readily available for inspection by the NWCAA.
4. All stage I equipment shall be continuously maintained and operated in a vapor tight manner and in good working condition. This includes but is not limited to:
- Keeping all protective caps on tight and in the locked position.
 - Maintaining all sealing gaskets and poppet valves in good condition.
 - Assuring that vapor recovery hoses are attached and operated in a leak tight manner during fuel deliveries.
 - All reasonable and necessary measures shall be made to prevent spilling, discarding in sewers, storing in open containers or handling of fuel in a manner that will result in evaporation to the ambient air.


Erica K. Shuhler, EIT
Chemical Engineer


Mark Buford, P.E.
Assistant Director

Revision a: Modified permit to include E85 aboveground storage tank. Updated permit format and Agency name. Included CARB testing protocol for stage I vapor recovery system on E85 AST.

January 24, 1998

Keith Kuenzi
Naval Air Station Whidbey Island
110 W. Lexington Street, Bldg. 119
Oak Harbor, WA 98278-3800

ORDER OF APPROVAL TO CONSTRUCT NO. 646

Dear Mr. Kuenzi,

On January 12, 1998, you submitted a Notice of Construction and Application for Removal of Stage II vapor recovery equipment at the Government Fleet Gasoline Station, Bldg. 2702 Forrestal Street (tanks 2623-01 & -02), Oak Harbor, Washington. The project was reviewed subject to Northwest Air Pollution Authority (NWAPA) Regulations 302 and 580, and Washington Administrative Code 173-400-110 and 173-491. A SEPA Determination of Non-Significance was issued by the Northwest Air Pollution Authority on January 24, 1998

You are hereby granted approval to remove stage II equipment subject to the following conditions:

1. Order of Approval to Construct (OAC) No. 644 supersedes and cancels OAC No. 450b dated October 5, 1993.
2. The stage I equipment shall be continuously maintained and operated in a vapor tight manner in accordance with state and local rules as defined in WAC 173-491 and NWAPA section 580.
3. Stage I equipment shall be maintained and operated in good working condition. This includes but is not limited to:
 - ✓ Keeping the protective caps on tight and in the locked position.
 - ✓ Maintaining all sealing gaskets and poppet valves in good condition.
 - ✓ Assuring vapor return hoses are attached and leak tight during product deliveries.
4. Approval shall become invalid if construction has not commenced within eighteen months of receipt of this OAC. The NWAPA may extend the eighteen-month period upon written request and a satisfactory showing that an extension is justified.

Final approval to operate shall be conditioned upon the facility meeting the requirements described above and conditions set forth in the application and the applicable air pollution control regulations, when in actual operation.

Keith Kuenzi, Government Fleet Station – OAC# 646

January 24, 1998

Page 2

We received a filing fee of \$100 at the time the Notice of Construction application was submitted. A receipt is enclosed for your records.

Please call Dan Mahar at extension 203 if you have any questions about the approval of this project.

Sincerely,

Terryl L. Nyman
Air Pollution Control Officer

enclosures: payment receipt

Reviewed by Annie Naismith, P.E.



NORTHWEST AIR POLLUTION AUTHORITY

Original Issuance: March 8, 2001

Revisions: January 30, 2004

Representing Island, Skagit & Whatcom Counties

1600 South Second Street, Mount Vernon, WA 98273-5202 ❖ (360) 428-1617 ❖ Fax (360) 428-1620 ❖
<http://www.nwair.org>

Northwest Air Pollution Authority (NWAPA) hereby issues Order of Approval to Construct (OAC) #755a

Project Summary: The Naval Air Station, Whidbey Island AIMD Support Equipment P2 Powder Coating and Blast Facility project includes installation of an abrasive media blast booth (RBL-PP995-01), an electrostatic powder coating spray booth (BTH-PP995-01), a curing oven (FRN-PP995-01), and a controlled pyrolysis cleaning furnace (FRN-PP995-02). The equipment will be used to paint facility equipment that includes both materials subject to the Aerospace NESHAP and materials exempt from the NESHAP.

**A
P
P
L
I
C
A
N
T**
Kathryn A. Souders
Environmental Director
Naval Air Station, Whidbey Island
1155 W. Lexington Street (Bldg 113)
Oak Harbor, WA 98278-3800
NWAPA ID# 006-V-S

**O
W
N
E
R**
United States Navy

FACILITY LOCATION:

Ault Field, Oak Harbor, WA

Note that in addition to other applicable rules and regulations, this project is subject to applicable portions of the following federal regulations:

National Emission Standards for Hazardous Air Pollutants / Maximum Achievable Control Technology Standards

- Subpart A – General Provisions
- 40 CFR Part 63 Subpart GG – National Emission Standards for Aerospace Manufacturing and Rework Facilities.

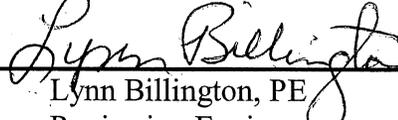
Best Available Control Technology for the project has been determined to be:

- For the blast booth, complete enclosure of blasting operation and the use of a cartridge filter dust collector.
- For the paint booth, paint arrest exhaust filters and electrostatic powder coating application.
- For the curing oven, natural gas combustion in the oven.
- For the pyrolysis furnace, an afterburner control system.

As authorized by the Northwest Air Pollution Authority Regulation Section 300, this order is issued subject to the following restrictions and conditions:

1. For painting components subject to the Aerospace NESHAP, primers shall contain organic Hazardous Air Pollutants (HAPs) = 350 g/l (2.9 lb/gal), less water, as applied and Volatile Organic Compounds (VOCs) = 350 g/l (2.9 lb/gal) less water and exempt solvents. Topcoats shall contain organic HAPs = 420 g/l (3.5 lb/gal), less water, as applied and VOCs = 420 g/l (3.5 lb/gal) less water and exempt solvents as applied. Specialty coatings are exempt from this requirement.
2. For painting components subject to the Aerospace NESHAP, the application equipment used to apply primers or topcoats shall be operated according to facility procedures, and/or the manufacturer's specifications, whichever is most stringent, at all times.
3. Primers and topcoats to or from containers, tanks, vats, vessels, and piping systems shall be handled to minimize spills.
4. Primers and topcoats containing inorganic Hazardous Air Pollutants (HAPs) in quantities covered by the Aerospace NESHAP may not be applied to components subject to the Aerospace NESHAP in the paint booth. Records of the composition of primers and topcoats used in the paint booth shall be kept and made available to NWAPA upon request.
5. The blast booth may only be used to repaint components not subject to the Aerospace NESHAP or parts, subassemblies, and assemblies normally removed from the aerospace vehicle for repainting. Wings and stabilizers may not be repainted in the blast booth.
6. To monitor compliance with Conditions 1, 2, 4, and 5, a log shall be maintained containing the work order number, an item description, and the task identification number for each component and all equipment repainted in the blast booth or painted in the paint booth.
7. Coating and abrasive blasting shall only occur inside the fully enclosed booths.
8. Fine particulate (PM₁₀) emissions from the dust collection system shall not exceed 0.01 grains/dscf. The dust collection system shall be operating whenever the abrasive media blasting system is in use.
9. A differential pressure gauge shall be maintained on the blast booth's dust collector to determine static pressure drop across the filter elements. The dust collector pulse cleaning system pressure switch/gauge control system will be interlocked to prevent blasting activity when filter maintenance is required. The differential pressure drop shall be maintained as per manufacturer's recommendations and recorded each day of operation. Maintenance performed on the equipment shall be recorded for each maintenance activity.
10. No visible emissions from the blast booth shall be allowed. The blast booth exhaust will be observed for visual emissions once per month during the months the booth is operated.
11. The curing oven and pyrolysis furnace shall combust only natural gas.
12. The pyrolysis furnace's afterburners will maintain a minimum temperature of 1400 °F. The main furnace burners shall be interlocked with the afterburner system so that the burners will not ignite until the temperature in the thermal oxidation chamber is at a minimum of 1400 °F.
13. Procedures shall be maintained at the facility, available to NWAPA inspectors, instructing operators of which components prepared and painted in the booths are subject to the Aerospace NESHAP and which primers and topcoats may be used to paint those components.
14. Maintenance and operation manuals shall be available at all times to the equipment operators. The equipment shall be operated and maintained in accordance with the manufacturer's specifications.


Anne Naismith, PE
Permitting Engineer


Lynn Billington, PE
Reviewing Engineer


James Randles
Director

Naval Air Station, Whidbey Island
OAC #755a dated January 30, 2004

- 1) Revision a, January 30, 2004:
 - a) Reformatted OAC to new format.
 - b) Removed limitation to prepare and paint Ground Support Equipment only.
 - c) Added Aerospace NESHAP requirements.
 - d) Added Condition 6 to identify Aerospace NESHAP components and the coatings used on these components.



1600 South Second Street
 Mount Vernon, WA 98273-5202
 ph 360.428.1617
 tel 800.622.4627
 fax 360.428.1620
 www.nwcleanair.org

Issued: January 5, 2007

**Northwest Clean Air Agency (NWCAA) hereby issues
 Order of Approval to Construct (OAC) #987**

Project Summary: Install an Infrared Radiant (IR) natural gas-fired heating system for Hangars Nos. 6, 8, and 10 to replace a steam heating system for those hangars at the Naval Air Station, Whidbey Island. The IR heating system consists of multiple small (up to 110,000 BTU/hr) burners, a series of tubular heat exchangers, and a control system for each building.

OPERATOR

Kathryn A. Souders
 Environmental Director
 Naval Air Station, Whidbey Island
 1155 W. Lexington Street (Bldg 113)
 Oak Harbor, WA 98278-3800

OWNER

United States Navy

FACILITY LOCATION:

Ault Field, 1155 West Lexinaton St., Oak Harbor, Washington

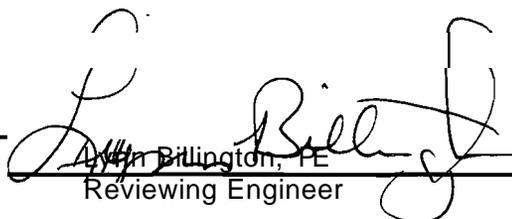
NWCAA ID: 158-V-I

Best Available Control Technoloav (BACT) and Toxic Air Pollutant BACT (TBACT) for the project have been determined to be the use of natural gas as fuel and good combustion practices.

As authorized by the Northwest Clean Air Agency Regulation Section 300, this order is issued subject to the following restrictions and conditions:

1. Visible emissions shall not exceed five percent (5%) opacity for more than three minutes in any consecutive sixty-minute period as determined by Washington State Department of Ecology Method 9A.
2. Fuel combusted in the burners shall be limited to natural gas.
3. A written operating and maintenance (O/M) manual for each hangar's IR system shall be kept on site and up-to-date. The O/M manual shall include practices for maintaining good air pollution control.
4. Written notification shall be sent to the NWCAA within 15 days of initial startup of each of the IR systems. An email message is sufficient for written notification.


 Annie Naismith, PE
 Permitting Engineer


 Lynn Billington, PE
 Reviewing Engineer


 Mark Asmus
 Director



1600 South Second Street
 Mount Vernon, WA 98273-5202
 360.428.1617
 •• 800.622.4627
 f... 360.428.1020
 www.nwcleanair.org

Original Issuance: February 1, 2007

**Northwest Clean Air Agency (NWCAA) hereby issues
 Order of Approval to Construct #993**

Project Summary: Pacific Tech Construction is replacing two diesel-fired emergency generators (ICE-2508-1 and -02) at the Naval Air Station Whidbey Island's Building 135 property with a single diesel-fired 200 kW emergency generator (ICE-2508-03). The generator, a Generac Model SD200 manufactured prior to April 1, 2006, will be used for backup power generation.

**O
P
E
R
A
T
O
R**

Contact: Mary Lou Gonzales
 Naval Air Station, Whidbey Island
 Environmental Affairs Department, N44
 1155 W. Lexington St., Bldg 113
 Oak Harbor, WA 98273-3800

United States Navy

FACILITY LOCATION:

Ault Field, 1155 West Lexington St., Oak Harbor, Washington
NWCAA ID: 158-V-I

Best Available Control Technology (BACT) and Toxic Air Pollutant BACT (TBACT) for the project have been determined to be:

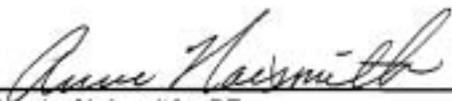
- EPA tier 1 standards for the pre-April 2006 engine for NOx, PM, CO, and HC.
- On-road specification ultra-low sulfur diesel or biodiesel fuel combustion.

As authorized by Northwest Clean Air Agency Regulation Section 300, this order is issued subject to the following restrictions and conditions:

1. With the exception of Condition 2, the generator's engine shall combust diesel fuel with sulfur content no greater than 0.0015 wt%. To demonstrate compliance with this condition, the facility shall either obtain certificates of fuel analysis using an ASTM analytical method or obtain a certificate from the supplier showing the sulfur content of the fuel upon delivery. This record shall be available to the NWCAA upon request.
2. The engine may combust an alternative fuel (for example, a biodiesel blend) upon approval of the NWCAA. The facility may also use remaining non-compliant fuel that does not meet the 0.0015 wt% sulfur requirement for the purpose of using up existing fuel inventory at the Ault Field facility stored at the time of permit issuance.

The non-compliant fuel allowance is valid for a period up to twelve months from the date of permit issuance.

3. Visual emissions from generator #ICE-2508-03 shall not exceed ten percent (10%) opacity for more than three minutes in any sixty-minute period as determined by Department of Ecology Method 9A. Emissions during the initial five (5) minutes of operation (cold start-up) are exempt from this limit.
4. The emissions from the generator set stack exhaust shall be observed during daylight hours while the generator is in operation and under full load. The observation shall be made monthly for six consecutive months after initial startup. If at the end of the six month period of monthly monitoring visual emissions have consistently been zero, observations may continue semiannually. If any visual emissions are detected for more than two minutes during any observation (outside of the five minutes of cold start-up), visual emissions shall be reduced to zero or monitored by Ecology Method 9A as soon as possible and no later than six hours after detection. Also, visual emissions observation shall revert to monthly until six consecutive months of consistently zero observations have been recorded.
5. Generator ICE-2508-03 shall not operate for more than five hundred hours per year, including testing time. The generator shall be equipped with a device that records the number of operating hours. Records shall be kept of the number of hours the generator runs during each calendar year. These records shall be kept onsite for a minimum of five years and shall be available for inspection by the NWCAA.
6. All maintenance, visual emissions observations, and actions taken to resolve any visual emissions problems shall be recorded in a logbook kept on-site and readily available to the NWCAA upon request.
7. When the conditions of this permit are incorporated into the facility's Air Operating Permit, the results of each visual emissions observation, and/or Department of Ecology Method 9A test, and actions taken to resolve problems shall be reported to the NWCAA in the facility's semiannual monitoring report.


Annie Naismith, PE
Permitting and Reviewing Engineer


Mark Asmundson
Director



1600 South Second Street
 Mount Vernon, WA 98273-5202
 ph 360.428.1617
 tel 800.622.4627
 fax 360.428.1620
 www.nwcleanair.org

Issued: February 25, 2008

**Northwest Clean Air Agency (NWCAA) hereby issues
 Order of Approval to Construct (OAC) #1021**

Project Summary: Install 2 boilers, 7 hot water heaters, and an Infrared Radiant (IR) natural gas-fired heating system for aircraft Hangar 5.

**O
P
E
R
A
T
O
R**
 John Mosher
 Installation Environmental Program Manager
 Naval Air Station, Whidbey Island
 1155 W. Lexington Street (Bldg 113)
 Oak Harbor, WA 98278-3800

**O
W
N
E
R**
 United States Navy

FACILITY LOCATION:

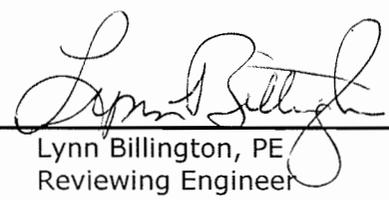
Ault Field, 1155 West Lexington St., Oak Harbor, Washington

NWCAA ID: 158-V-I

Best Available Control Technology (BACT) and Toxic Air Pollutant BACT (TBACT) for the project have been determined to be the use of natural gas as fuel and good combustion practices.

As authorized by the Northwest Clean Air Agency Regulation Section 300, this order is issued subject to the following restrictions and conditions:

1. Visible emissions from the boilers, hot water heaters and any individual IR heater shall not exceed five percent (5%) opacity for more than three minutes in any consecutive sixty-minute period as determined by Washington State Department of Ecology Method 9A.
2. Fuel combusted in the equipment shall be limited to natural gas.
3. A written operating and maintenance (O/M) manual for the boilers, hot water heaters, and IR equipment shall be kept on site and up-to-date. The O/M manual shall include practices for maintaining good air pollution control.
4. Written notification shall be sent to the NWCAA within 15 days of initial startup. An email message is sufficient for written notification.
5. NAS Whidbey shall maintain a list of the serial numbers of all equipment covered by this Order. The list shall be made available to the NWCAA upon request.


Mark Buford Lynn Billington, PE Mark Asmundson
 Permitting Engineer Reviewing Engineer Director

**Northwest Clean Air Agency (NWCAA) hereby issues
Order of Approval to Construct (OAC) #1030**

Project Summary: Remove Stage II gasoline vapor recovery equipment as allowed under NWCAA 580.6 and WAC 173-491-040.

**A
P
P
L
I
C
A
N
T**

Amanda Muscavage
Naval Air Station Whidbey Island
Seaplane Base
2110 North Coral Sea Avenue
Oak Harbor, WA 98278

**O
W
N
E
R**

Department of Defense
United States of America

FACILITY LOCATION:

2110 North Coral Sea Avenue (Seaplane Base) Oak Harbor, WA 98278

As authorized by Northwest Clean Air Agency Regulation Section 300, this order is issued subject to the following restrictions and conditions:

You are hereby granted approval to remove stage II equipment subject to the following conditions:

1. Order of Approval to Construct (OAC) No. 1030 supersedes and cancels OAC No. 710 dated September 1, 1999.
2. The stage 1 equipment shall be continuously maintained and operated in a vapor tight manner in accordance with state and local rules as defined in WAC 173-491 and NWCAA section 580.
3. Stage 1 equipment shall be maintained and operated in good working condition. This includes but is not limited to:
 - Keeping all protective caps on tight and in the locked position.
 - Maintaining all sealing gaskets and poppet valves in good condition.
 - Assuring vapor return hoses are attached and operated in a leak tight manner during fuel deliveries.
 - Using all reasonable necessary measures to prevent spilling, discarding in sewers, storing in open containers or handling of fuel in a manner that will result in evaporation to the ambient air.

Annie Naismith, PE
Permitting Engineer

Mark Buford, PE
Reviewing Engineer

Lynn Billington, PE
Director, Engineering Dept.



1600 South Second Street
 Mount Vernon, WA 98273-5202
 ph 360.428.1617
 tel 800.622.4627
 fax 360.428.1620
 www.nwcleanair.org

Original Issuance: January 25, 2011

**Northwest Clean Air Agency (NWCAA) hereby issues
 Order of Approval to Construct (OAC) #1081**

Project Summary: Install a new automotive spray booth in Building 18 as a replacement to an existing booth being demolished with Building 49.

Approved Emission Unit:

- Automotive spray booth (BTH-0018-01); dimensions 32' x 16' x 16' with 48 20" x 20" filters, and an exhaust fan sized for 25,600 cfm.

**A
P
P
L
I
C
A
N
T**

**Naval Air Station, Whidbey Island
 1115 West Lexington
 Oak Harbor, WA 98278-3500
 NOC Contact: Keith Kuenzi**

**O
W
N
E
R**

**NASWI Seaplane Base
 1115 W. Lexington Bld. 103
 Oak Harbor, WA 98278**

FACILITY LOCATION:

Building 18, Coral Sea Avenue, Oak Harbor, WA 98278

As authorized by Northwest Clean Air Agency Regulation Section 300, this order is issued subject to the following restrictions and conditions:

- Odors from the facility shall not result in a nuisance as determined by NWCAA staff at or beyond the property boundary.
- All painters must be certified that they have completed training in the proper spray application of surface coatings and the proper setup and maintenance of spray equipment per training requirements no less stringent than those set forth for a new source in Subpart HHHHHH of 40 CFR part 63 (Subpart HHHHHH). The spray application of surface coatings is prohibited by persons who are not certified as having completed the required training.
- All spray-applied coatings must be applied in the spray booth. The spray booth must:
 - be ventilated at negative pressure so that paint overspray is drawn into filtration systems that are certified to comply with standards no less stringent than the 98% capture efficiency requirement in Subpart HHHHHH;
 - be fully enclosed with a full roof and four complete walls; and
 - be clearly labeled with permanent signage as "BTH-0018-01".

4. Spray booth exhaust shall leave the building via an unobstructed vertical stack extending to no less than six feet above the roof line.
5. Spray booth exhaust fans shall be operated during coating activities in the booth.
6. Compliance with the filter capture efficiency requirement in Condition 3 shall be certified by published data provided by filter vendors showing that filters have passed the test procedures no less stringent than those required in Subpart HHHHHH. This data shall be maintained at the facility for each type of exhaust filter used at the facility.
7. Exhaust filters used to comply with Condition 3 shall be properly seated with no visible gaps between the filter and the filter mounting surface.
8. A differential pressure indicator shall be installed across the exhaust filter system of the spray booth. The gauge shall indicate the differential pressure across the filter media.
 - a. The acceptable differential pressure range for each filter media type as established by the manufacturer or through engineering judgment shall be written on or nearby the gauge.
 - b. Once per operating day, the gauge shall be checked to ensure that the filter systems are operating within the acceptable differential pressure range and the pressure differential noted in the log as described in Condition 17.e.
 - c. If a filter system is not operating within the acceptable differential pressure range, the spray booth shall be shut down immediately until the problem has been identified and corrected.
9. The spray booth and spray guns shall be operated and maintained in accordance with the manufacturer's specifications. Operation and maintenance (O&M) manuals for spray coating and air pollution control equipment (spray guns, booth, filters, and exhaust fan) shall be available to operators at all times and provided to the NWCAA upon request.
10. Chlorinated organic solvents (such as methylene chloride) shall not be used or stored onsite without prior written approval from the NWCAA. Any request for chlorinated organic solvent use shall include a demonstration that no satisfactory alternative exists.
11. Coatings containing Chromium VI shall not be used or stored onsite.
12. All spray-applied coatings must be applied with a high-volume, low-pressure (HVLP) spray gun, electrostatic application, or an equivalent technology that is demonstrated by the spray gun manufacturer to achieve a transfer efficiency comparable to HVLP technology for a comparable operation, and for which written approval has been obtained from the NWCAA.
13. Spray gun cleaning shall be done so that an atomized mist or spray of gun cleaning solvent and coating residue is not created outside of a container that collects used gun cleaning solvent. Spray gun cleaning may be done, for example, by hand cleaning of parts of the disassembled gun in a container of solvent, by flushing solvent through the gun without atomizing the solvent and paint residue, or by using a fully enclosed spray gun washer. Cleaning solvents shall be returned to closed containers after use.
14. Except during use, all volatile materials such as paints, primers, reducers, curing agents, and solvents shall be kept in closed containers at all times. Volatile waste

materials (including used wet, coating-laden cloth, paper, or any other absorbent applicators) shall be placed in designated containers that are kept closed at all times except when depositing or removing these materials from the container.

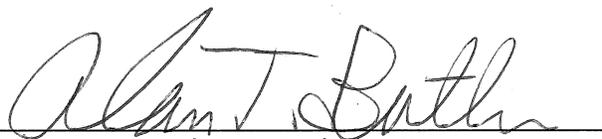
15. NASWI Seaplane Base shall notify NWCAA if solvent or spray-applied coating usage deviates from the usage profile submitted with Notice of Construction applications fourteen (14) days prior to usage change.
16. NASWI Seaplane Base shall use no more coatings or solvents during any consecutive 12-month period than is listed in the following table.

Coating	Usage (gallon/consecutive 12-month period)
Primers and fillers	144
Topcoatings	144
Solvents	24
Additives	60

17. NASWI Seaplane Base shall maintain:
 - a. Certification of painter training pursuant to Condition 2;
 - b. Filter system efficiency documentation pursuant to Condition 3 & 6; Spray gun transfer efficiency documentation pursuant to Condition 12;
 - c. Materials safety data sheets (MSDSs) for solvents and coatings;
 - d. A record of the total gallons of coatings and solvents used, updated monthly for the previous consecutive 12-month period; and
 - e. A spray booth logbook containing records of all inspections, pressure differential readings, routine maintenance, and corrective actions required in this Order, with each record to include the date and time of the inspection, a brief description of any routine maintenance or corrective action taken, and the name of the person conducting the inspection.

All of the above records shall be maintained for at least five years after generation. Copies of records shall be kept onsite in a printed or electronic form for at least the first two years after generation, and may be kept off-site thereafter. All records shall be readily available for inspection upon request by the NWCAA.

18. A copy of this Order shall be maintained onsite and shall be readily available to facility personnel and, upon request, to the NWCAA.
19. The owner/operator shall notify the NWCAA in writing of the initial startup date of the permitted equipment. The notice shall include a reference to OAC 1081 and shall be postmarked no later than 15 days after the initial startup date.


Alan T. Butler, P.E.
Permit Engineer


Mark Buford, P.E.
Assistant Director



1600 South Second Street
Mount Vernon, WA 98273-5202
ph 360.428.1617
tel 800.622.4627
fax 360.428.1620
www.nwcleanair.org

Original Issuance: September 9, 2011

**Northwest Clean Air Agency (NWCAA) hereby issues
Order of Approval to Construct (OAC) #1100**

Project Summary: Replacement of an existing 460 hp diesel-powered wood chipper with a new 475 hp diesel-powered wood chipper.

Approved Emission Unit:

- Rotochopper MC 266 wood chipper powered by a Caterpillar model 7CPXL15.2ESK, Tier 3 compliant, 475 hp diesel engine

**A
P
P
L
I
C
A
N
T**

Dina Torgerson
Naval Air Station Whidbey Island
1115 West Lexington
Oak Harbor, WA 98278

**O
W
N
E
R**

Naval Air Station Whidbey Island
1115 West Lexington
Oak Harbor, WA 98278

FACILITY LOCATION:

Area 6, Ault Field Road, Naval Air Station Whidbey Island, Oak Harbor, WA

Permit History

- As of the date of issuance, this Order supersedes NWCAA OAC #586 issued April 11, 1996.

Note that in addition to other applicable rules and regulations, this project is subject to applicable portions of the following federal regulations:

New Source Performance Standards

- 40 CFR 60 Subpart A – General Provisions
- 40 CFR 60 Subpart IIII – Standards of Performance for Stationary Compression Ignition Internal Combustion Engines

National Emission Standards for Hazardous Air Pollutants / Maximum Achievable Control Technology Standards

- 40 CFR 63 – Subpart A – General Provisions
- 40 CFR Part 63 Subpart ZZZZ – National Emissions Standards for Hazardous Air Pollutants for Stationary Reciprocating Internal Combustion Engines

As authorized by Northwest Clean Air Agency Regulation Section 300, this order is issued subject to the following restrictions and conditions¹:

Fuel sulfur content limit

1. Sulfur content of the diesel fuel combusted in the engine powering the wood chipper shall not exceed 0.0015% (15 ppm) by weight. To demonstrate compliance with this condition, the permittee shall either use an appropriate method in 40 CFR 60.17 or obtain a certificate from the supplier showing the sulfur content of the fuel.

Opacity Limits

2. Visible emissions from the diesel engine shall not exceed 5 percent opacity on a six (6) minute block average basis measured by EPA Reference Method 9, except during startup. The startup period ends when the engine has been operating for 15 minutes.
3. Visible emissions from wood chipping equipment shall not exceed 5 percent opacity for more than three minutes in any one-hour period as measured by Washington Department of Ecology Method 9A.

Fugitive Emission Control Requirements

4. Water spray nozzles shall be used to reduce fugitive particulate emissions when the type and quantity of material might emit fugitive emissions beyond the immediate operating location.
5. The main road between the plant boundary and the immediate vicinity of the wood chipper shall be paved, surfaced with crushed gravel, or otherwise treated to minimize entrainment of particulate matter. If particulate matter entrainment is observed due to action of wind or passage of vehicles, cleaning, watering, or treatment with dust suppressant material shall be done until entrainment of particulate matter is no longer observed during wind or passage of vehicles.


Alan T. Butler, P.E.
Permit Engineer


Mark Buford, P.E.
Assistant Director

¹ Nothing in this permit is intended to, or shall, alter or waive any applicable law concerning the use of data for any purpose under the Act, generated by the reference method specified herein or otherwise [including but not limited to defenses, entitlements, challenges or clarifications related to the Credible Evidence Rule, 62. Fed. Reg. 8315 (Feb. 27, 1997)].



1600 South Second Street
 Mount Vernon, WA 98273-5202
 ph 360.428.1617
 tel 800.622.4627
 fax 360.428.1620
 www.nwcleanair.org

Original Issuance: August 20, 2012

**Northwest Clean Air Agency (NWCAA) hereby issues
 Order of Approval to Construct (OAC) 1131**

Project Summary: Retrofit of existing paint booth BTH-2818-01 with NESHAP Subpart GG compliant filtration system. This project is a substantial upgrade to the emissions controls at an existing stationary source per Section 300.13 of the NWCAA Regulation.

Approved Emission Units:

- One (1) spray booth with a 40 CFR 63 Subpart GG-compliant three-stage exhaust filtration system and a 13,000 cfm fan.

**A
P
P
L
I
C
A
N
T**

Naval Air Station Whidbey Island (NASWI)
 1115 W. Lexington Street, B103
 Oak Harbor, WA 98278
 NOC Contact: Dina Torgerson,
 (360) 257-5742

**O
W
N
E
R**

Naval Air Station Whidbey Island (NASWI)
 1115 W. Lexington Street, B103
 Oak Harbor, WA 98278

FACILITY LOCATION:

3485 N. Langley Blvd Oak Harbor, WA 98278

In addition to other applicable rules and regulations, this emission unit is subject to applicable portions of the following federal regulations:

National Emission Standards for Hazardous Air Pollutants / Maximum Achievable Control Technology Standards

- 40 CFR 63 Subpart A – General Provisions
- 40 CFR 63 Subpart GG – National Emissions Standards for Aerospace Manufacturing and Rework Facilities

As authorized by Northwest Clean Air Agency Regulation Section 300, this order is issued subject to the following restrictions and conditions¹:

1. Odors from the facility shall not result in a nuisance at or beyond the property boundary as determined by NWCAA staff.
2. The filtration system and fan shall be installed and maintained in accordance with manufacturer recommendations.
3. Paint particulate matter and volatiles shall be exhausted from the spray booth through a filtration system certified to meet or exceed the requirements of 40 CFR 63.745(g)(2)(ii)(A). A copy of this certification shall be maintained on site. The filters shall be seated with no visible gaps during booth operation. The spray booth exhaust fan shall be operated during all coating activities in the booth.
4. A differential pressure gauge shall be installed and maintained across each of the three filter banks to measure the pressure differential. The acceptable pressure differential ranges shall be established based on filter manufacturer recommendations and shall be recorded on or nearby the gauges or on the pressure differential record.
5. Pressure differential across each bank of the filtration system shall be recorded at least once each shift while the exhaust fan is operating. Each record entry shall contain the time and date of the check, the pressure differential, and the initials of the person performing the check. If the pressure differential is not within the acceptable range, the spray booth shall be shut down immediately and operation shall not resume until the problem has been identified and corrected.
6. If differential pressure gauges other than inclined manometers are used (e.g., magnehelic gauges), their calibration must be checked at least once per quarter. To check the calibration of a differential pressure gauge, compare Δp readings of the gauge with those of a gauge-oil manometer at a minimum of three points, approximately representing the range of Δp values across the filter. If, at each point, the values of Δp as read by the differential pressure gauge and gauge-oil manometer agree to within 5 percent, the differential pressure gauge shall be considered to be in proper calibration. Otherwise, corrective action, such as calibration or replacement of the differential pressure gauge, shall be taken. The date of the accuracy test, as well as the accuracy measurements before and after any adjustments, shall be recorded.
7. Spray gun cleaning shall be performed so that an atomized mist or spray of gun-cleaning solvent and coating residue is not created outside of a container that collects used gun-cleaning solvent.

¹ Nothing in this permit is intended to, or shall, alter or waive any applicable law [including but not limited to defenses, entitlements, challenges or clarifications related to the Credible Evidence Rule, 62. Fed. Reg. 8315 (Feb. 27, 1997)] concerning the use of data for any purpose under the Act, generated by the reference method specified herein or otherwise.

8. Records of all inspections and corrective actions required in this Order shall be taken and maintained in accordance with 40 CFR 63.10(b)(1).
9. NWCAA shall be provided written notification of the startup date of the retrofitted spray booth. The notice shall be postmarked no later than 15 days after spray coating activities resume in the booth and shall include a reference to OAC 1131.



Alan T. Butler, P.E.
Engineer



Mark Buford, P.E.
Assistant Director